to use only at 0410 hrs of 03.08.99 after extricating the injuried passengers and removing the dead bodies. The 140 T Crane of New Jalpaiguri had not been inducted into the Accident Relief Train due to staff being not fully conversant with newly imported crane and the formal approval of CRS was still awaited. The 140 T crane, which was inaugurated in February' 99, was the first indigenous crane manufactured by Jamalpur Workshop of Eastern Railway. This crane is working satisfactorily at Dhanbad on Eastern Railway.

Railway track at Samarajan in NF Railway

1800. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the date and extent of damage to the Railway track at Samarajan area of NF Railway in Dhemaji District, Assam;

(b) the causes of non-restoration and the action target to restore it;

(c) whether it is a fact that the NF Railway authorities did not cooperate on a joint move of Surface Transport Ministry and North-Eastern Council, for a permanent restoration of road and railway bridges of the area, with adequate protection measures; and

(d) if so, the reasons therefor and the action initiated by the Railways alone for protection of this vulnerable area of flash flood and river-course diversion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) On 19-7-1999, Railway embankment upto a length of 400 metres was badly damaged and washed out between Gogamukh and Dhemaji stations at Kms. 354 /5-6 & 354 / 13-357 / 5.

(b) Track has been restored except at 3 places where restoration work is in progress and is likely to be completed by 15-03-2000.

(c) No, Sir.

(d) Does not arise.